

ORDINANCE NO. 2016-48

AN ORDINANCE ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF WALLA WALLA

WHEREAS, the City of Walla Walla passed Municipal Ordinance A-2405 on May 13, 1970 which classified the City of Walla Walla as a nonchartered code city under Title 35A of the Revised Code Washington (RCW); and

WHEREAS, the Walla Walla City Council has all powers possible for a city or town to have under the Constitution of the State of Washington in accordance with RCW 35A.11.020; and

WHEREAS, the State of Washington adopted RCW 47.04.320 establishing a complete streets grant program to encourage local governments to adopt urban arterial retrofit street ordinances designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users; and

WHEREAS, the City's Bicycle and Pedestrian Advisory Committee recommended adoption of a complete streets policy; and

WHEREAS, the Walla Walla City Council adopted a complete streets policy for the City on September 14, 2016 by passage of City Resolution 2016-127; and

WHEREAS, the Transportation Improvement Board has subsequently notified the City that it requires adoption by ordinance; and

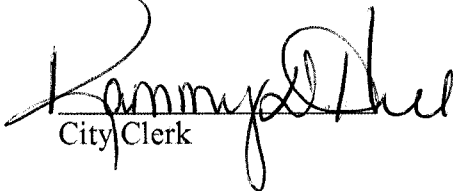
WHEREAS, the Walla Walla City Council has considered this matter during a regularly and duly called public meeting of said Council, has given said matter careful review and consideration, and finds that good government and the best interests of the City of Walla Walla will be served by passage of this resolution,

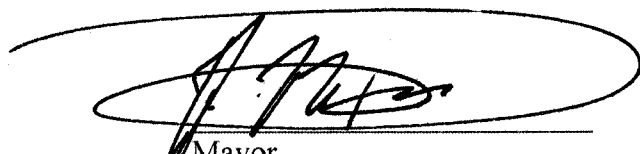
NOW THEREFORE, the City Council of the City of Walla Walla do ordain as follows:

Section 1: The City of Walla Walla hereby adopts the complete streets policy attached hereto and incorporated herein by reference.

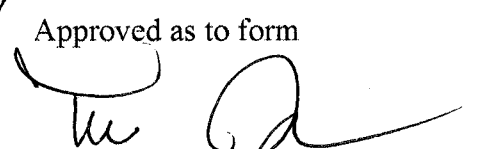
PASSED by the City Council of the City of Walla Walla, Washington, this 21 day of December, 2016.

Attest:


City Clerk


Mayor

Approved as to form


City Attorney



Complete Streets Policy

September, 2016

1. Vision

Promoting pedestrian, bicycle, and public transportation travel reduces negative environmental impacts, promotes healthy living, advances the well being of travelers, supports the goal of compact development, and meets the needs of the diverse populations that comprise our communities. The vision of the City of Walla Walla (City) is of a community in which all residents and visitors, regardless of their age, ability, or financial resources, can safely and efficiently use the public right-of-way to meet their transportation needs regardless of their preferred mode of travel.

2. Policy

The City will plan for, design, construct, operate, and maintain an appropriate and integrated transportation system that will meet the needs of motorist, pedestrians, bicyclists, wheelchair users, transit vehicles and riders, freight haulers, emergency responders, and residents of all ages and abilities.

Transportation facilities that support the concept of complete streets include, but are not limited to pavement markings and signs; street and sidewalk lighting; sidewalk and pedestrian safety improvements; Americans with Disabilities Act and Title VI compliance; transit accommodations; bicycle accommodations including appropriate signage and markings, and as appropriate, streetscapes that appeal to and promote pedestrian use.

The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe, and cost effective manner.

3. Projects

Those involved in the planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation.

4. Exceptions

Exceptions to this policy may be determined by the City Engineer, Public Works Director, City Manager, or City Council under the circumstances listed below:

- a. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
- b. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, chip sealing, pavement repair, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
- c. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
 - Require more space than is physically available, or
 - Be located where both current and future demand is proven absent, or
 - Drastically increase project costs and equivalent alternatives exist within close proximity, or
 - Have adverse impacts on environmental resources such as streams, wetlands floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure, or
 - The cost would be disproportionate to the current need or probable future use.

5. Intergovernmental Cooperation

The City will cooperate with other transportation agencies including the Washington State Department of Transportation, Walla Walla County, City of College Place, and the Walla Walla Valley Metropolitan Planning Organization to ensure the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities. The City will specifically cooperate to ensure the transportation network flows seamlessly between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans.

6. Design Criteria

The City, through their Public Works and Development Services Departments, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in Walla Walla Municipal Code Titles 12 and 19. To the greatest extent possible, the City shall adopt the same standards with particular emphasis on pedestrian and bicycle markings and wayfinding signage (as permitted through City of Walla Walla Municipal Code). Resources to be referenced in developing these standards shall include, but not necessarily be limited to, the latest editions of: American Association of State Highway Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, AASHTO Guide for the Development of Bicycle

Facilities, AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, Washington State Department of Transportation Design Manual, and the Manual on Uniform Traffic Control Devices.

7. Community Context

Implementation of this Policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments.

8. Network

Appropriate attention should be given to projects which enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, shopping/commercial areas, public transportation, employment centers, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other neighboring agencies.

9. Performance Measures

Whenever requested by the City Council, the Public Works Director and/or designees shall report to the City Council on the extent to which current or planned transportation projects will or won't meet the objectives of this policy.

10. Implementation

This policy will be primarily implemented through developing bike and pedestrian network plans on a regional basis within the City and in conjunction with Walla Walla County's regional plans. These plans shall specify the type and location of improvements and shall be implemented as funding becomes available. Special emphasis shall be placed on those elements of these plans that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use.